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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY *USSR* (Ukrainian SSR)

REPORT

SUBJECT Observations of Naval Vessels and Installations in Odessa and Sukhoy Liman: (Port controls, installations, construction, + sketch of harbor)

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REFERENCES

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reports on observations of naval vessels and installations in the Odessa area

Att. No.

Subject

24 MAY 1960

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1.

detailed description of port controls in Odessa; sighting of a destroyer and sighting of a small submarine.

2.

port controls at Odessa; port controls at Sukhoy Liman; installations at Sukhoy Liman; and a rough sketch of the Sukhoy Liman harbor.

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3.

port controls in Odessa and Sukhoy Liman; merchant vessel sightings; description of construction activity and installations in the Odessa and Sukhoy Liman harbors; and a rough sketch of the harbor at Sukhoy Liman.

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4.

port controls at Odessa; merchant vessel sightings; harbor facilities and installations; and four annotated sketches of the Sukhoy Liman harbor and surrounding area.

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STATE	X	ARMY	X	NAVY	#X	AIR	X	NSA	X	INIC	X
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

# INFORMATION REPORT INFORMATION REPORT

*a* *Att 1* [redacted]  
Il'ichevskiy [redacted]

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South of Cape Fontana, in the coastal locality called Il'ichevskiy

[redacted] the construction of a new commercial port is under way.

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Odessa

Four motor patrol boats were observed moored along the outer break-water. A brief description follows: square stern; single deck; a small mast foreward of the wheelhouse; a unit at the bow covered with a hood; radar antenna; numerous radiotelegraph masts, including one with a height of one meter, and three others with heights of 3-4 meters; two HF radio-telegraph antennas.

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Black Sea

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A submarine on a southwest course was observed opposite Sudiuk Point.

[unidentified].

Treatment, Boarding Party, Surveillance, Etc.

[redacted] this work is done to check on the possible presence of stowaways. In fact, when a merchant vessel arrives at one Soviet port from another Soviet port, the boarding party visit is reduced to the normal "procedure" lasting not more than 30 minutes. Upon departure, however, the inspection is always thorough and lasts from 90 minutes to 2 hours. [redacted] at Odessa, the

50X1-HUM

- 6 -

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50X1-HUM

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inspection lasted (both on arrival and on departure) about 2 hours; it was

done by a customs officer in uniform [redacted] two police 50X1-HUM

officers, in uniform; four soldiers in uniform; and one officer ([redacted] 50X1-HUM

[redacted] he belonged to the harbor office). 50X1-HUM

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The specific controls and the strictness of their application are more severe in Rumanian ports than in Soviet ports.

In order to go ashore, a seaman must have his pass and his booklet; the photograph contained in the booklet must correspond to the physical appearance of the individual concerned. There is no restriction as to the number of seamen who may go on liberty at the same time. In the USSR, the duration of the liberty is from 0600 to 2400; in Rumania, it is from 0600 to 2200.

With regard to the ship's officers, there is no limitation as to the number who may go ashore nor time limit of the liberty.

In the USSR, the seamen are no longer searched; in Rumania, however, such searches occurred several times. In the port of Odessa, it is not possible to take newspapers and magazines ashore, even if used as wrappings.

The personnel assigned to the boarding party always show an interest in [ ] magazines. The personnel on board are informed that it is not possible to take magazines and newspapers ashore. In Soviet ports, however, it is possible to take ashore pocket-size books or magazines that are not very cumbersome. 50X1-HUM

There is no limit as to the quantity of money that the ship's master may request or that a seaman may carry ashore; in any case, the total amount carried ashore must not exceed the quantity requested. [ ] 50X1-HUM

It is possible to obtain postage stamps openly, and to mail letters and cards.

[ ] a seaman is free to move in and about the city; 50X1-HUM however, it is not possible to go beyond the district limits of the locality for which the pass has been issued.

- 8 -

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50X1-HUM

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The seaman may receive free medical attention. But medicines must be paid for. In Rumania, it is not advisable to use the medical service because it is deficient.

Odessa

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about

4 miles opposite the light south of the outer breakwater.

a destroyer some details follow:

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Funnels: Two

Masts: Two, perhaps both trellis, between the two funnels.

Bow: Raked.

Armament: Four small turrets, perhaps twin-gun, completely enclosed: two foreward and two aft, echeloned and placed on the center line.

The fourth small turret was observed to have an arrangement as shown in sketch.

A small submarine followed varied courses in the zone near the anchored destroyer. See following sketch.

On the piers, there was a great deal of equipment for

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Albania -- mostly machinery.

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a Bulgarian ship was to load general cargo for Albania

The ship inspection was done by a boarding party comprised of two officers (three small stars on the shoulder straps), 8 soldiers, one customs official, and a woman doctor.

An inspection was made of all areas of the ship. An accurate check was made of the crew roster and of the seamans' booklets; these were taken ashore and returned 90 minutes later, together with the passes.

Nothing was placed under seal.

- 9 -

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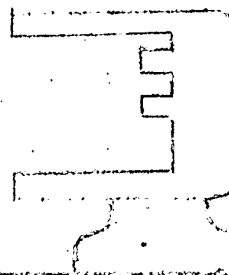
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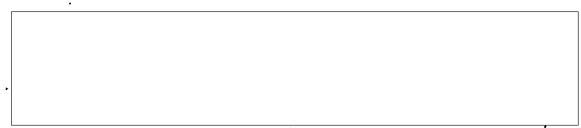
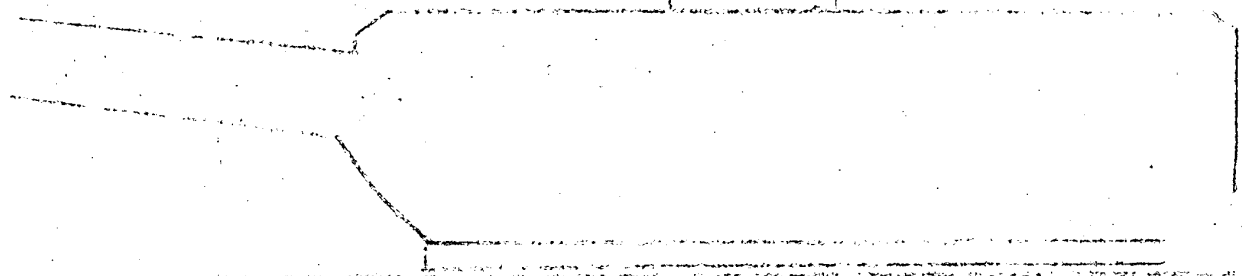


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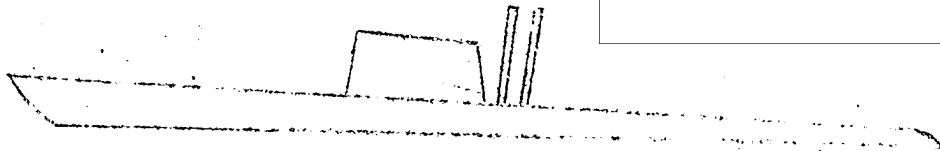
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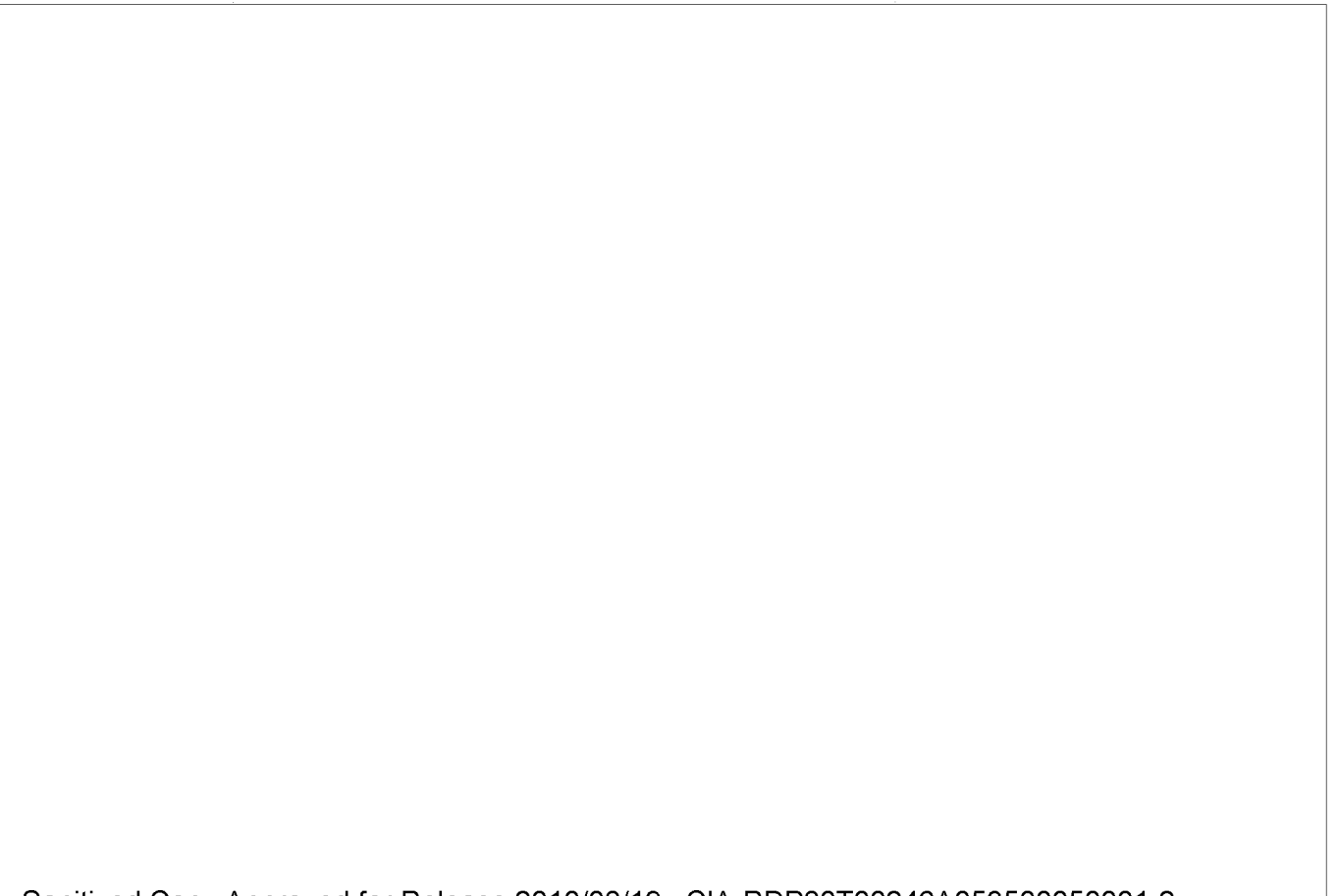
- 3 -



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Topographic description of the area (numbers and letters in parentheses correspond to those on attached map and sketch).

1. Dredged channel about 80 meters wide, about one mile long, and present depth 23 feet.

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2. Three intermittent white light buoys.

3. Two intermittent red light buoys.

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4. Lighthouse, intermittent light.

5. Opening about 80 meters wide in isthmus separating Lake SUKHOY from the sea:

(a) Side quayed partly with pilings and partly with masonry.

(b) Side being quayed with poured concrete.

6. Dock area. Quayed section is about 200 meters long; poorly lighted area; masonry apron; tamped earth pavement; average height is 2-2.50 meters.

(c) Crane track: outer rail is about 1.5 meters from the apron [or edge?] of the quay.

(d) Railroad track under the cranes.

(e) Crane track.

(f) Railroad track under the cranes.

(g) Four or five electric jib cranes with grabs, 10-ton lifting capacity with grab.

(h) Crane similar to above, but not yet in operation though already installed.

7. Space reserved for deposit of coal.

8. Escarpment: a railroad line and a road may be laid on it. The distance from the escarpment to the apron of the quay (6) is about 60 meters.

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9. Two concrete barges used for quarters, mess hall, and offices for the personnel assigned to the new port, the surveillance of the area, the loading operations, etc.

There are also offices of the Inflat, the Promexport, and the Harbor Authorities, all subordinate to those in ODESSA. There is a telephone exchange.

The Inflat Office appears to be in direct telephone contact with the one in ODESSA. The Inflat and the Promexport representatives go to SUKHOY only when a freighter is due for loading.

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10. Two Soviet freighters moored stern toward shore.

11. Zone being dredged; two large chain-bucket dredges, four motor barges, two tugs, and miscellaneous scows and barges.

12. A German-type metal landing craft [or, motor raft] or flag, about 60 meters long, empty.

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13.

14. Shallow area.

15. Area where many single-storied and multi-storied buildings are being constructed.

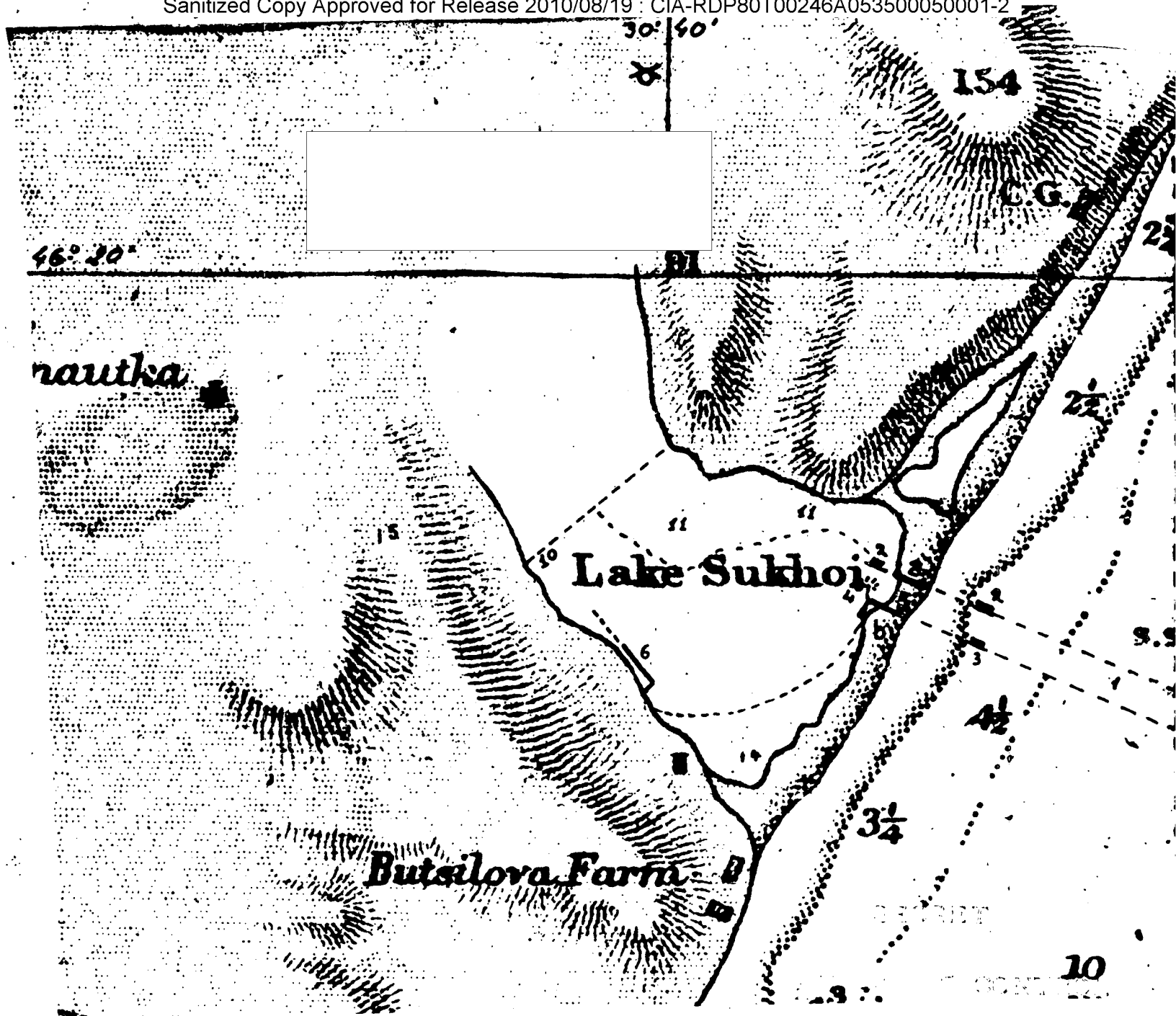
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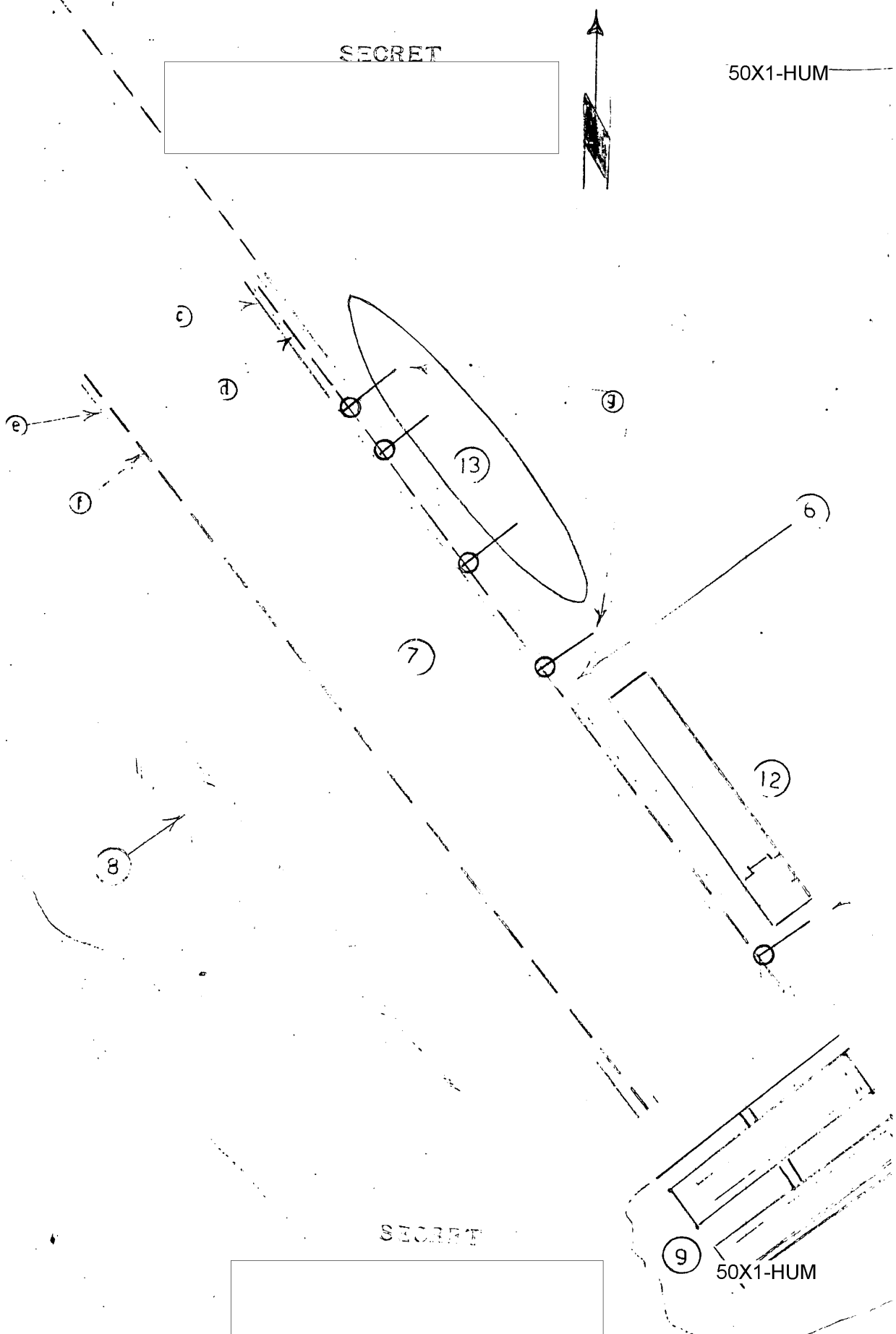
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There is a 600-ton-capacity tank [or, tanker] for bunkering operations in SUKHOY.

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[redacted] On the new  
mole -- the coal pier -- will be built a large modern maritime station

[redacted] 50X1-HUM  
Near Cape FONTANA [redacted] an unidentified vessel (per-  
haps a destroyer) was seen. It had two funnels and a mast set between the  
bridge and the first funnel.

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The coast from ODESSA to SUKHOY is guarded with searchlights which are  
continuously playing. [redacted]

[redacted]  
Topographic description of SUKHOY (numbers and letters in parentheses corre-  
spond to those on attached map and sketch)

1. Entrance channel, about one mile long and nearly 100 meters wide.
2. Three white-light buoys.
3. Two red-light buoys.
4. Lighthouse or light buoy.
5. Entrance; it was made by cutting through the isthmus which separated  
Lake SUKHOY from the sea. Width between the ends of the two natural arms  
is 70-90 meters.
6. Northern natural arm; quayed partly with pilings and partly with  
masonry; work is still in progress.
7. Southern natural arm; it is being quayed with poured concrete for  
the construction of an outer and inner protective wall.
8. Outer mole; construction is planned to be started shortly.
9. Dock area; about 200 meters long, masonry apron, average height  
of 2.50 meters.

(a) Crane track; runs parallel to the apron [or edge?] of the



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quay and about 1.50 meters from it.

(b) Railroad track.

(c) Seven electric jib cranes of 11-ton capacity, each.

(d) Open area for deposit of coal.

(e) Crane track.

(f) Three electric jib cranes (capacity unknown) used for unloading coal from the railroad cars.

(g) Railroad track.

10. Two rafts or large barges used as quarters by several offices.

11. Two lighters.

12. Floating dock of about 8,000-ton capacity. [REDACTED] it 50X1-HUM

is one of those of the port of ODESSA.

13. Two working Soviet freighters.

14. Dock area.

15. Reclaimed area still under improvement.

16. Planned location of mole.

17. Area continually dredged by two large bucket, [REDACTED] 50X1-HUM dredges.

Each dredge has two or four motor barges assigned to it.

18. Area where several masonry buildings are being constructed, probably offices and dwellings for the personnel assigned to the new port.

19. Shallow area.

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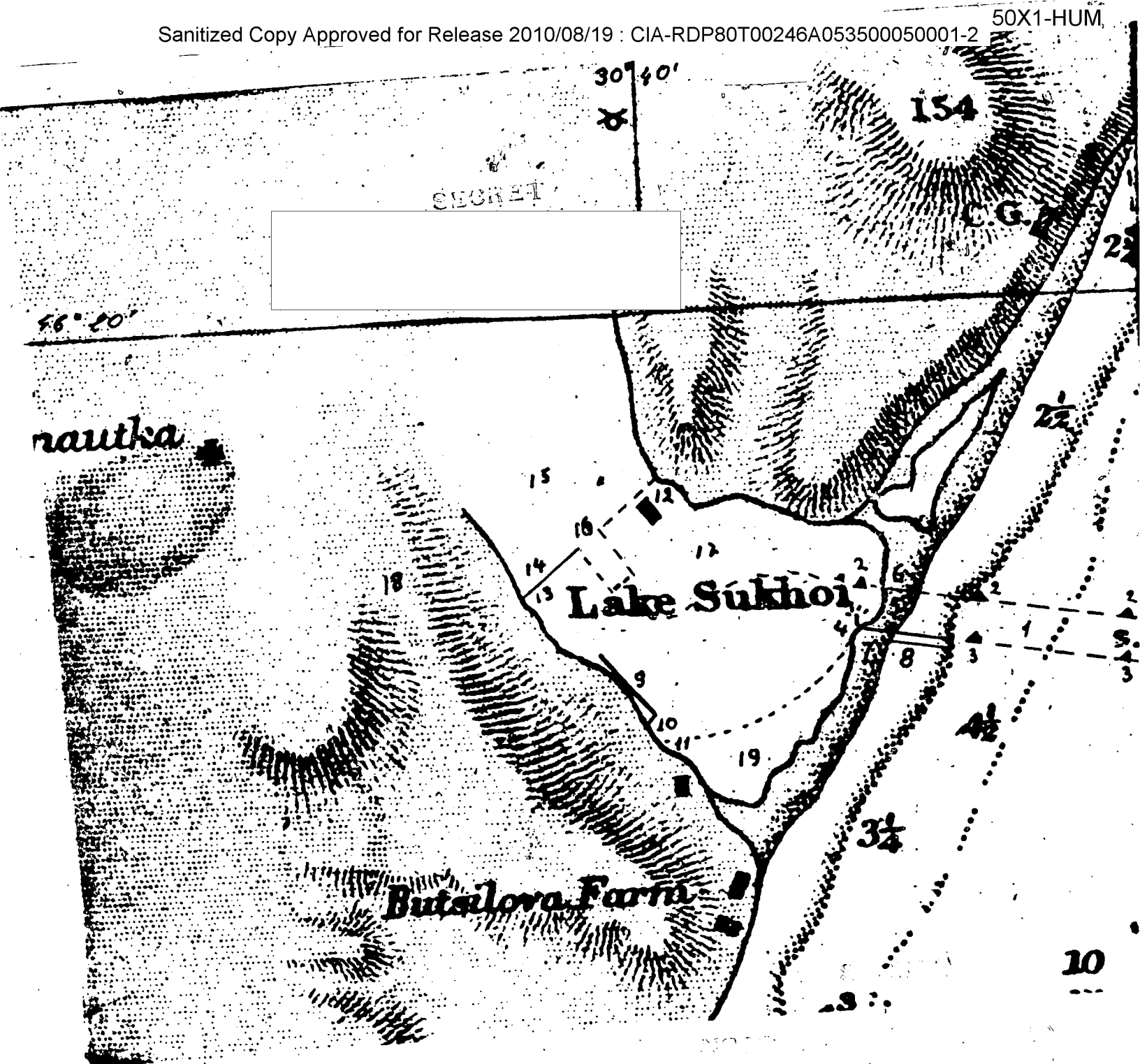
Among the harbor craft is a 1,000-HP tug.

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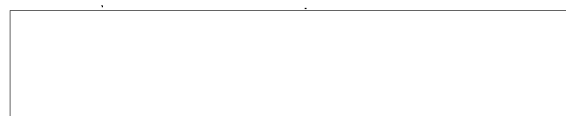
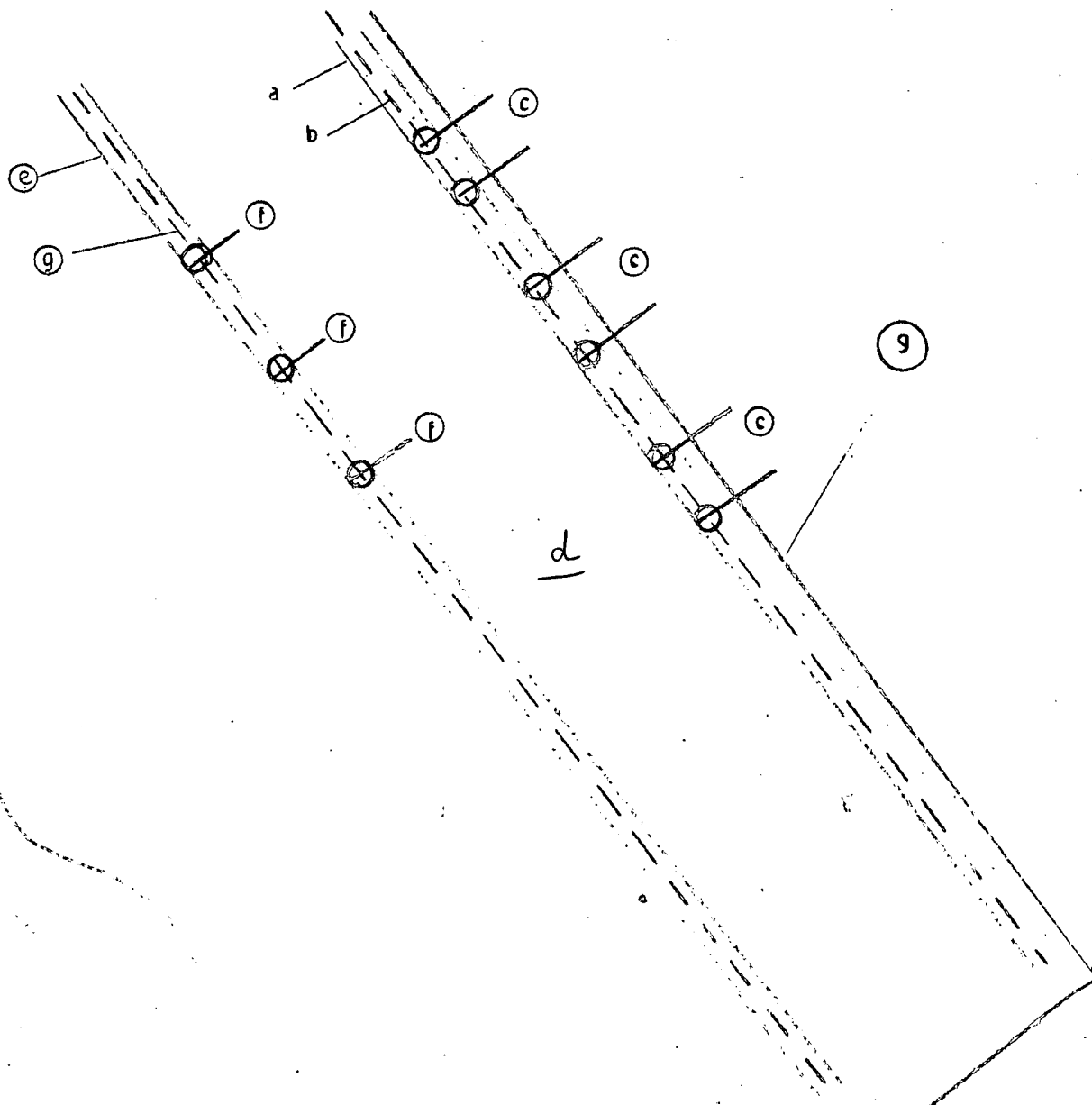
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ODESSA

Att. 3

An unidentified warship was anchored 5 or 6 miles out, abreast of the south light of the outer breakwater [REDACTED] 50X1-HUM

An armed motorboat employed in keeping an eye on the freighters in the roadstead is usually anchored a short distance from the south light of the outer breakwater.

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Patrols of two policemen kept guard in the port area.

- 3 -

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[REDACTED]

The coal loading port is no longer ODESSA but SUKHOY LIMAN, about 4 miles south of Cape FONTIANA (14 miles south of ODESSA). A tanker comes from ODESSA for bunkering purposes. From the roadstead of ODESSA, where the freighter anchored for pratique, the pilot took the ship to SUKHOY LIMAN (the port seems to have been an old lake). Coal was taken on by cranes with 11-ton buckets; 2,300 tons of coal loaded in 2 hours.

In the evening, a searchlight one mile south of the port constantly swept the port entrance. The entrance is undergoing further improvement.

[REDACTED] five steam barges in the port; the entire superstructure and the funnel of these barges were painted white. 50X1-HUM

Most of the personnel of SUKHOY LIMAN have been drawn from ZHDANOV. 50X1-HUM

[REDACTED]

The port is relatively small and only one ship at a time can come alongside the coal pier. Towing service in the harbor is done by two tugs. There are other craft for local use. There are two pilots.

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SUKHOY LIMAN

Inspection was carried out at the ODESSA roadstead by a group of two police officers, five policemen, one customs official, and the Inflat agent.

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Shore leave for SUKHOY LIMAN until 2400 hours

the port of SUKHOY is completely isolated and offers no attractions. There is one bus line running between SUKHOY and ODESSA.

No naval or merchant vessels were observed in the port.

SUKHOY port is located south of Cape FONTANA, on a low beach in a kind of wide valley. The coast immediately to the north and to the south of the port is high and hilly. The port was created by excavation; the controlling depth is 22 feet and the local pilot stated this was to be increased to 30 feet. The water in the port is dead calm and presumably no streams empty into it.

At present, there is only a single wharf, about 200 meters long but extension work is under way. The pilot stated that the port is intended for the export of coal and that numerous wharves for the mooring of big ships are to be constructed. The port of ODESSA is to be excluded from the coal traffic.

The port basin is about one mile in diameter; there is a dredged channel about one mile long and about 80 meters wide leading into it. This channel is marked off by two buoys, a white to the right and a red to the left. Ships are guided in the channel by a range composed of three lights, white, green, and red

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- 2 -

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The wharf has no railroad tracks but is served by four traveling portal cranes with a lifting capacity of about 9 or 10 tons. These cranes pick up the coal from the adjoining yard, where it is deposited in piles. About 40 meters inland from the wharf edge, there is another crane serving the yard only. The coal is brought to the port in Russian ships which unload with the aid of the same cranes.

The dredged material is carried out to sea in steam barges.

The wharf is equipped with hydrants and hoses. The freighter took on 60 tons of water in 3 hours. It also bunkered 40 tons of fuel oil in 3 hours from a barge alongside of which was a tugboat for steam power. 50X1-HUM

In the proximity of the lighthouse on the plateau of Cape FONTANA there were three large multiple-story buildings next to each other. No radar equipment was observed. 50X1-HUM



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Port of ODESSA

Free shore leave was granted until 2400 hours every

evening. Each crew member was issued a shore leave permit. The permits were detached from a pad with stubs and were turned in again at the departure from the port of SUKHOY, where they were also valid.

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Port of SUKHOY

No naval or merchant vessels were encountered in the port.

It was a small port, just south of Cape FONTANA with a controlling depth of 22 feet. There was a quay 200 meters long with a jetty of about 15 meters. On the quay were four large electric portal cranes running along its entire length. The cranes appeared to be very powerful; each had a bucket with a capacity of about 10 tons of coal. The coal was lifted from the adjoining yard where it was deposited in piles.

In the port were various barges and other lighters for the transportation of materials.

The port is entered through a dredged channel, marked off by two intermittent buoys, one red and one green, by two breakwater lights, and by a bearing composed of three white lights placed opposite the entry

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The port is equipped only for the export of coal.

- 2 -

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